


<p style="text-align: center;">MEETING MEMORANDUM</p>
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TO: TOM MOTHERWAY AND MARIO STAVALE

FROM: TOM OVERTURF 

DATE: AUGUST 19, 1996

SUBJECT: TORRANCE UPDATE WITH ALLAN MACKENZIE

1. City of Los Angeles is drafting new regulation requiring an Approved Remediation Plan prior to EIR acceptance or circulation. Obviously, we cannot meet this requirement so we'll lobby against it. Apparently the reason for it is legal action against City (not Lockheed Martin).
2. We need to select team for Remediation of the entire site (and get it submitted soon!!) as well as push Kennedy Jenks study deadline.
3. We also need to open discussion with the trust company that owns the 50' strip west of Normandy that we have no access easement for either existing or new rail crossing. Private family trust, hopefully, may be willing to relinquish easement for price?? PUC will require easement, but we might have perfected some sort of prescriptive right to south crossing. Lack of crossing makes Vestar doubtful of tenant commitments, but with railroad, PUC and easement problem it's a big hurdle.
4. We need to keep pressure on PUC, railroad, and politicians to finalize approval of railroad crossing, complete easements, applications, etc.
5. We have several meetings this week relative to City incentives, including a Thursday, August 22 at 2:00 P.M. at Latham Watkins, then at 4:00 P.M. in City offices to discuss our proposed \$6M approach to the City, requesting \$3M from EDA Department of Commerce funds as well as \$3M EPA grant.
6. We need to respond to City EIR comments - consolidate consultant responses.
7. Initial City decision to only give traffic credit for current warehousing trips rather than the full operation 5,500 employee manufacturing traffic counts in 1990-1991, is a blow to our traffic report and credit theory. City gave General Motors in Van Nuys full credit for their previous 8,000 jobs during same general time-frame as ours. Again, political nurturing of politicians and staff is critical.

Torrance Update With Allan Mackenzie
August 19, 1996
Page Two of Two

8. Sam Ross, our traffic consultant, will have a consultant meeting at LADOT with Department Head, Rifkin this week in Los Angeles.
9. Of total \$3.8M traffic offsite intersection improvements only about \$800,000 is not related to existing funds or programs so \$3,000,000 is already in the various long range funding priority system.
10. Toyota has again expressed to Allan an interest in purchasing the Lockheed Martin land (at wholesale prices \$6-\$8/S.F. probably) primarily as a "defensive investment" to control ultimate development. Main concern is a theater complex as proposed by Lockheed Martin, opposite their headquarters building on Western. Allan will ask Sandy to work through us rather than Lockheed Martin to help us control (or at least jointly participate in) the planning and development if Lockheed Martin is ready to exit. This will likely result in lower processing costs, quicker approvals, higher incentives and lower mitigations from the City.

TAO:kk KKTO1803

cc: Phil Cyburt
Steve Barker